Event

MPTS IJET
RI 3103
OFT

Mission

RADIO INSTRUMENT SIMULATOR

1.5 HOURS/X

ORM

RI 3103

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

RI 3103

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

ADMIN

RI 3103

- **QOD**
  - **NATOPS**
  - **EP**
  - **SOP**
- **PREREQUISITES**
  - **RI 3102**
- **MISC.**
  - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
  - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED ON THE GRADE SHEET.**

SYLLABUS NOTES

RI 3103

- **SNA'S SHALL BRING A COPY OF THEIR DD-175 AND SINGLE ENGINE JET LOG TO ALL SIMULATOR EVENTS FOR INSTRUCTOR USE.**
- **RI3103 AND RI3104 SHALL BE FLOWN IN THE OFT**
- **DURING THIS BLOCK, STUDENTS MUST FLY AT LEAST THE APPROACHES LISTED BELOW:**
  - **HIGH ALTITUDE PENETRATION APPROACH 1**
  - **TACAN/VOR DME : 1 FULL PANEL, 1 PARTIAL PANEL**
  - **ASR 1**
  - **ILS: 1 FULL PANEL, 1 PARTIAL PANEL**
  - **LOCALIZER 1**
  - **MIN/EMERGENCY FUEL APPROACH 1**
  - **NO-GYRO GCA 1**
- **RI3103 SHOULD BE FLOWN AT NIGHT**
  - **ADVISE YOUR IP – HOW MANY/WHAT TYPE OF APPROACHES REMAIN PRIOR TO END OF BLOCK.**

RECOMMENDED FLIGHT CONDUCT

RI 3103

DEPARTURE: JACKSON-EVERS INTL, JACKSON, MS VIA -JACKSON FIVE DEPARTURE, MERIDIAN TRANSITION

ENROUTE: KEY FIELD (MEI) AT 17,000 FEET MSL

ALTERNATE - NMM

ARRIVAL: MEI - VOR A, NMM - NO GYRO PAR 19R, TAC 19L, ADDITIONAL APPROACH AT INSTRUCTOR'S DISCRETION

NOTES: INTRODUCE HSI FAILURE

REVIEW LOST COMMUNICATIONS

SSR/DISCUSS ITEMS

RI 3103

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**

- **DISCUSS ITEMS:**

  - **QOD**
  - **HSI FAILURE**

BLOCK MIF

RI 3103

CTS REF	MANEUVER	RI3104
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	3+
5	Mission Planning/Briefing/Debriefing	4+
6	Communications	3+
7	Ground Operations	3+
8	Flight Admin	3+
10	Takeoff	3+
11	Departure	3+
12 25	Climbs/Descents	3+
12	Intercept/Maintain Course	3+
12	Point-to-Point Navigation	3+
12	Arcing	3+
15	Holding	3+
16	High Altitude Penetration	3+
18	TACAN/VOR DME Approach	3+
18 5	Partial Panel TACAN/VOR DMEApproach	3+
18	ASR	3+

CTS REF	MANEUVER	RI3104
17	ILS Approach	3+
17 5	Partial Panel ILS Approach	3+
17	PAR Approach	3+
17 5	Partial Panel PAR Approach	3+
17 18 5	Partial Panel Approach	3+
18	Localizer Approach	3+
21	Min/Emergency Fuel Approach	3+
17	No-Gyro GCA	3+
20	Missed Approach	3+
20 5	Partial Panel Missed Approach	3+

STANDARD DEBRIEFING FORMAT

RI 3103

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED